State Government and as such the necessary allocations have to be made by the respective States.

Foreign exchange Spent on tourism publicity

3087. SHRI MOHAMMED AFZAL alias MEEM AFZAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to answer to Unstarred Question 476 given in the Rajya Sabha on the 24th February 1994 and state the amount of foreign exchange spent on tourism publicity during the period 1992-93?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GULAM NABI AZAD): Foreign exchange amounting to Rs. 4000.00 lakhs was spent on tourism publicity during 1992-93.

Pilots of Lufthansa for MG Express Ltd.

3088. SHRI SHIV PRATAP MISHRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that a number of German Pilots from Lufthansa Airlines are working for MG Express Ltd. (Modiluft) since 1993 for the operation of three aircrafts;

(b) what is the extent of foreign exchange liability on the Country on this account and what are the reasons for their deployment;

(c) how many experienced Indian Pilots this company have under their employment; and

(d) the reasons for not deploying Indian experienced Pilots for imparting training to new recruits?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GULAM NABI AZAZ): (a) At present, M/s M.G. Express have engaged seven Pilots from Lufthansa for imparting training to pilots employed by M/s M.G. Express.

(b) Lufthansa is charging $20,000 per month for the team Leader and $ 18,500 per month for each training Pilot.

(c) and (d) M/s. M.G. Express have employed sixteen experienced Indian Pilots; two of them are examiners and three are instructors. Deployment of Pilots, whether Indian or foreign, is decided by the Company at its discretion.

Short term Private Sector Management Scheme

3089. SHRI MENTAY PADMANABHAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the public sector airlines gained anything by short-term private sector management;

(b) whether any assessment has been made of the efficacy of having private sector managers run the public sector airline for short-terms; and

(c) if so, the details thereof,

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c). A few among several private sector executives who joined public sector enterprises have performed well. However, it is difficult to make an assessment of their performance in quantifiable terms.

Identification for Economic and Uneconomic Air Routes

3090. SHRI MENTAY PADMANABHAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the criteria used by Government to identify economic and uneconomic air routes;

(b) whether there was any inter-action with private airlines on this issue; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Normally profitability is the criterion by which economical/un-economical routes are identified by the operators.

(b) and (c). Yes, Sir. It was indicated in a meeting with air taxi operators that for operation of scheduled air transport services, Government would prescribe the scale of minimum services to be rendered by such operators in far/flung areas and on routes other than the trunk routes. These guidelines have since been issued. A copy is attached as statement.

Statement

PROVISION OF SERVICE IN DIFFERENT CATEGORIES OF ROUTES

CATEGORY—I

Routes connecting directly

BOMBAY—BANGALORE
BOMBAY—CALCUTTA
BOMBAY—DELHI
BOMBAY—HYDERABAD
BOMBAY—MADRAS
BOMBAY—TRIVANDRUM
CALCUTTA—DELHI
CALCUTTA—BANGALORE
CALCUTTA—MADRAS
DELHI—BANGALORE
DELHI—HYDERABAD
DELHI—MADRAS

CATEGORY—II

Routes connecting stations in North-Eastern region, Jammu and Kashmir, Andaman & Nicobar and Lakshadweep.

CATEGORY—III

Routes other than those in Category-I and Category-II

Anyone who operates scheduled air transport service on one or more of the routes under Category-I, shall be required to provide such service in Categories-II and III as indicated below:—

The operator will deploy on routes in Category II at least 10 per cent of the Capacity he deploys on routes in Category-I and of the capacity thus required to be deployed on Category-II routes, at least 10 per cent would be deployed on services or segments thereof operated exclusively within the North-Eastern region, Jammu and Kashmir, Andaman and Nicobar and Lakshadweep.

The operator will deploy on routes in Category-III, at leat 50 per cent of the capacity he deploys on routes in Category-I.

Note 1 : A service operated on a Category—I route as a part of international air service will not be reckoned for the above purpose.

Note 2 : Capacity deployed will be reckoned in Available Seat Kilometers (ASKM).

Note 3 : On multiple sector routes like Delhi-Calcutta-Guwahati-Imphal, the capacity provided on Delhi-Calcutta sector will count towards Category-I, that provided on Calcutta-Guwahati sector will count towards Category-II and the capacity on Guwahati-Imphal sector will count towards service exclusively within Category-II.

Enquiry into Flights taking off during bad weather

3091. SHRI RAMDAS AGARWAL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that under instructions of the Director of Flight Safety of Indian Airlines, an I.A. Craft took off on flight IC-439 on the 15th January, 1994 for Hyderabad and Madras even when weather conditions were below minimum and visibility was less than 100 meters;

(b) whether earlier on the 3rd January, 1994 also an IC-186 sector Delhi-Bombay route when weather conditions were below minimum required to take off, craft was allowed by the Director of Flight safety of IA apart from doing a tail skid on 31-10-1993 in flight IC-185